THE YEAR AHEAD

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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SacRT General Manager/Chief Executive Officer Henry Li, left, with Phil Serna, Sacramento County supervisor and SacRT board director.

SacRT Launches Express Bus Service to Airport

THE SACRAMENTO REGIONAL Transit District (SacRT) has launched a new bus route, 142, with service between downtown Sacramento and the Sacramento International Airport.

"Airport express bus service is an easy, affordable way to avoid parking fees and ride-hailing surge pricing," said SacRT General Manager/Chief Executive Officer Henry Li. "This is a great solution to provide a frequent mobility option from downtown Sacramento to the airport while we pursue additional funding to extend the Green Line light rail to the airport."

Route 142 service will run every 20 to 30 minutes, seven days a week, operating jointly with Yolo County Transportation District (Yolobus) downtown/airport routes 42A and 42B.

"The new airport express bus service from SacRT and Yolobus is a great step forward for the Sacramento region," said James Corless, Sacramento Area Council of Governments executive director. "Access to the airport is a vital transportation link for economic prosperity, and more frequent bus service will help reduce congestion on one of our busiest stretches of freeway."

APTA AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

2020

Envisioning 2020 With 20-20 Insight

Advocacy, Technology, Societal Issues and Elections

BY PAUL P. SKOUTELAS
President and CEO, APTA

WELCOME TO 2020, the gateway to a new decade. The innovations and events that we launch over the next 10 years will define public transportation—and APTA—well into the future.

We're beginning our New Year with optimism, strength and momentum, thanks to some remarkable achievements in 2019, including:

- A record number of public transportation systems that have introduced redesigned bus routes, microtransit pilots, customer-focused training for their employees, modern zero-emissions vehicles, and critically needed state-of-good-repair investments;
- A third consecutive year of record federal funding levels for public transit and passenger rail programs, exceeding the FAST Act authorization levels;
- Two roadmaps to the future: APTA's new, three-year Strategic Plan; and more than 90 funding and policy recommendations for a New Surface Transportation Law;
- Two rail safety milestones: installation of federally mandated Positive Train Control (PTC) equipment by every U.S. commuter rail system; and FTA approval of State Safety Oversight programs in 30 states and Washington, DC;

ENVISIONING 2020 CONTINUED ON PAGE 2

Public Transit: Leading 21st Century Innovation

WITH THE DAWN OF A NEW DECADE, the public transportation industry continues to surge ahead with providing safe, reliable, innovative and environmentally responsive service for all. In this issue of *Passenger Transport,* a cross-section of industry leaders discuss priorities, opportunities and challenges for 2020 and beyond.

Advancing Innovation in Transit

BY K. JANE WILLIAMS
Acting Administrator
FTA

AS TECHNOLOGY AND innovation continue to quickly advance, so do the expectations of today's public transit riders. Now, travelers expect multiple options on multiple modes with limited wait times and seamless fare payments.

This shift in expectations requires us to rethink our approach in how we deliver public transit in the 21st century. Innovation has never been more important than it is today. If we fail to adapt to the ever-changing and increasing rider demands, we risk being left behind in today's fast-evolving transportation network.

K. Jane Williams

FTA PRIORITIES CONTINUED ON PAGE 5

ENVISIONING 2020 CONTINUED FROM PAGE 1

Paul P. Skoutelas

- Advancing high-speed and intercity rail projects in California, Texas, Florida, Washington and the Midwest; and
- A new high-water mark in public support: 80 percent (16 of 20) success rate for 2019 local and state ballot initiatives to fund new or improved public transportation projects.

All of these activities had a positive impact: The latest available data show we had two consecutive quarters of national ridership increases in 2019 (Q2 and Q3), the first consecutive quarters with an increase since 2014.

What can we expect in 2020 and the start of a new decade? Much of what we need to achieve is defined broadly by our **Strategic Goals**: Advocacy; Workforce Development; New Mobility Services and Innovative Technology; and Safety, Security and Resilience.

In that context, let's look at some of the specific issues that we will shape—and that will shape public transit:

Strong, Increased Advocacy

The Fixing America's Surface Transportation (FAST) Act will expire Sept. 30, 2020. With little more than eight months to go, the challenge of drafting, debating and passing a multi-year transportation bill with bipartisan support before a presidential election is formidable. Still, this is the time to educate legislators, policy-makers and opinion leaders about APTA's recommendations for more funding and pro-transit programs in a new surface transportation law. Watch for APTA's new "Public Transit Gets Us There" outreach campaign and advocacy activities on Capitol Hill.

Election 2020

No other event has a greater potential impact on the health of the public transportation industry. A president's view of transit's importance to the nation can positively impact the federal government's budget requests, grant-making decisions and infrastructure priorities. Along with other transportation and infrastructure-focused groups, APTA will sponsor a bipartisan forum in February to ask presidential candidates how they will rebuild and expand America's infrastructure and invest in public transit.

Also, all 435 House seats and 33 Senate seats will be decided in November 2020. As we've seen in recent years, a pro-transit Congress can help strengthen our industry. At the state level, 11 governors will be chosen and some are in important public transportation states such as Washington, North Carolina, Utah and Indiana.

Finally, we're anticipating dozens of ballot measures throughout the year, with more than 20 local initiatives already confirmed. APTA's Center for Transportation Excellence will be monitoring and supporting these initiatives.

PTC Deadline

The final stage of PTC implementation occurs this year. By Dec. 31, 2020, all commuter rail systems in 30 states and the District of Columbia must have PTC fully operational. Our commuter rail operators are committed to meet the deadline, and seven systems (37 percent) have already achieved this goal and been certified by the FRA.

What major trends will shape public transportation in the 2020s? Here's a list that will require our leadership:

1) Evolving Frontline Workforce Skills:

Three-quarters of today's CEOs say that a skilled and educated workforce is a top priority. APTA Chair Nuria Fernandez has cited this as one of our association's top goals with special emphasis on frontline workers. As our industry continues to transform, so do public transportation jobs and the knowledge they require. As we develop more innovative training options, the skills we need to cultivate in every future-ready job are: Adaptability; Collaboration; Leadership; Problem-Solving; and Tech-Savvy.

2) Public Transit's Expanding Influence:

From cybersecurity and climate change to homelessness and changing community needs, public transit agencies are increasingly expected to influence complex societal, environmental and economic issues—issues that go beyond keeping people mobile. Three topics that will become more important for our industry this decade are:

- *Greater Collaboration with Local Government:* Public transit agencies will need to work closely with city and county governments to improve transit speed, curb access and riders' convenience. Innovative ideas—such as car-free streets, traffic signal technology and bus-only lanes—are making us more mobile and effective. As more mobility service providers compete for access to users, public transit leaders have a critical interest in helping local governments determine who **"owns the curb … and the road"** for the greatest effectiveness and public safety.
- *Affordable Housing and Equity:* APTA's research shows that public transit hubs and heavily travelled corridors attract investment and growth, which can contribute to increased demand for housing and higher property values. Lack of **affordable housing** is an issue that calls for our industry's involvement for two reasons: 1) **homelessness** impacts public transit stations and safety; and 2) meeting the mobility needs of **diverse geographical, social and economic populations**, such as late-shift workers and rural residents, is part of our heritage and mission.
- *Sustainable, Resilient Infrastructure:* As challenges associated with aging equipment, natural disasters and climate change become more frequent and costly, public transit has a vital role in reducing greenhouse gas emissions, preserving the environment and investing in **modern, resilient, sustainable infrastructure**. The popularity of transit-oriented development and zero- or low-emission transit vehicles (which now account for more than 20 percent of all buses) will increase in this decade as communities work to enhance their quality of life and efficiency.

> **We need to continue to deliver great services *and* ensure those services are seamlessly and conveniently connecting our customers to what they want and need.**

3) Technology—the Relentless Force for Change:

Finally—and most important—is the power of technology to redefine mobility and the future of public transportation. Last year, we saw our public transit systems use technology to ensure greater reliability, expand services and improve the customer experience through the use of apps.

We expect the trend to experiment and innovate will grow in 2020 as more public transit agencies partner with other mobility providers and design customer services around smartphones.

Technology is the key to making public transportation an essential, connected, integral part of the ever-expanding mobility mosaic—regardless of how that mosaic evolves.

We need to continue to deliver great services **and** ensure those services are seamlessly and conveniently connecting our customers to what they want and need: 1) real-time information; 2) a range of options/personal choices; and 3) greater ease of use, including automatic fare payments.

Technology can continue to be a **positive disruptor** for our industry by making public transit *more* important, *more* accessible and *more* attractive.

Last year, through innovation and reinvention, public transportation continued to demonstrate its value as a critical element of the mobility solution. In 2020, we'll raise the bar again—making our communities more mobile and efficient, less congested, cleaner, safer and more customer-focused. We've begun what we know will be a great year and a seminal decade for public transportation.

Thanks to all of you, we're already on our way. The trip ahead has never looked brighter or more exciting.

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Riders wait at LA Metro's refurbished Willow St. Station, which now features Customer Information Panels with rotating digital portraits. Pictured is artist Bodeck Luna Hernandez's portrait *Legacy.*

LA Metro Launches Digital Portrait Series

BY ALLISON PORTERFIELD
Senior Art Program Specialist
Los Angeles County Metropolitan Transportation Authority

THE LOS ANGELES COUNTY Metropolitan Transportation Authority (Metro) has launched the inaugural digital portrait series, *More People Than You Know,* on exhibition in new Customer Information Panels (CIPs) installed on rail station platforms.

The CIPs artwork was rolled out as part of a recent $350 million refurbishment of Metro's oldest light rail line, the A Line (formerly the Blue Line) that runs between downtown Long Beach and downtown Los Angeles. Many of the improvements were to aging back-of-house infrastructure and, after ten months of closures, this new customer-facing service features and engages people from neighborhoods surrounding the stations.

Metro worked closely with riders, artists and curatorial advisors with ties to adjacent neighborhoods and cultural organizations to produce art that is intimate, immediate and relevant to local communities. The stories captured by the twelve featured artists are simultaneously personal and universal.

The A Line is the system's first transit corridor with this new amenity. Future editions will be coming to new screens on other Metro Rail lines across Los Angeles, with the Expo and Crenshaw/LAX corridors slated next.

In addition, three of the portraits were featured on limited edition TAP cards to help attract ridership to the refurbished corridor. This represents Metro's first foray into art on TAP. Metro patron, Long Beach native and internationally renowned rapper Snoop Dog was a proud card holder at the A Line opening.

Snoop Dogg shows his new art-on-TAP card at the A Line reopening celebration, which features the work *Last Stop* by artist Jazmine Atienza.

"Metro riders see aspects of themselves or their lives reflected in the portraits," said Maya Emsden, deputy executive officer of Metro Arts & Design. "The stories, the people, the places depicted bring surprise and delight into the transit experience."

The project has already garnered considerable attention, including the prestigious AVA and MarCom Digital Awards.

National Express Acquires Fox Bus Lines

NATIONAL EXPRESS TRANSIT CORP., based in Lisle, IL, has acquired Fox Bus Lines Inc. of Millbury, MA, also known as Silver Fox Coaches, a major provider of motorcoach transportation in the Boston area.

Silver Fox Bus Lines, which operates 30 vehicles, was founded more than 40 years ago, owned and operated by the second generation of the Fox family. Three of the siblings, Bill, Brian and Steve Fox, will continue to operate the business.

OmniRide Undertakes Historic Service Change

THE POTOMAC AND Rappahannock Transportation Commission (OmniRide) in Woodbridge, VA, has undertaken the largest service change in its history, including the introduction of revised timetables for all OmniRide Express routes, a complete restructuring of bus service in western Prince William County (where all routes will be renamed using a numbering system and local buses will follow entirely new routing) and the first-ever paratransit service in the areas of Manassas and Manassas Park.

With the OmniRide Access paratransit pilot service available to riders unable to use the system's traditional services, OmniRide local buses will no longer make off-route trips. This is expected to improve on-time performance for all riders, including those using fixed-route services.

"The Manassas and Manassas Park OmniRide Local routes were designed two decades ago and have undergone only minor changes since then," said OmniRide Executive Director Bob Schneider. "We've restructured these routes to better reflect where our western passengers are starting and ending their trips today. We're excited about all these changes and the opportunity to improve the local commute for area residents."

In addition, two new transfer hubs are being established in the western area—in downtown Manassas and at the Manassas Park Virginia Railway Express station.

An OmniRide Access paratransit van being readied for service.

TransLink Launches RapidBus Service

TRANSLINK IN BC, CANADA, recently launched a new bus service, RapidBus, on four routes, bringing faster, more frequent service to eight Metro Vancouver communities.

RapidBus riders will experience new buses, fewer stops, dedicated bus lanes, bus priority changes at intersections, real-time digital signage, audio next-bus information and all-door boarding.

"We're stepping up our bus game," said TransLink chief executive officer Kevin Desmond. "RapidBus is a crucial part of improving the region's bus service through the Mayors' Vision. These RapidBus routes will bring our customers a more reliable service that they deserve."

The new service was made possible through investments from Phase One of the Mayors' Council 10-Year Vision for Metro Vancouver Transit and Transportation, the Government of Canada and the Province of BC.

TransLink's new RapidBus offers fewer stops and up to 20 percent faster service than local buses.

The Honourable Catherine McKenna, minister of infrastructure and communities, said, "Effective public transit helps people get to where they want to go faster, at a lower cost and in a more sustainable way. It builds communities and helps create jobs. The RapidBus is going to make a real difference in the lives of people in Metro Vancouver."

BAE's Technology Powers 'Green' Bus Zones

THE SAN FRANCISCO MUNICIPAL Transportation Agency (SFMTA) has selected BAE Systems to supply electric power and propulsion systems for its buses.

BAE's Series-ER (Electric Range) system will operate on 68 SFMTA buses and help create nine designated emission-free zones throughout San Francisco. The development of these "green zones"—in population-dense neighborhoods with a large presence of traffic—will help the agency reach its goal of zero emissions by 2035.

The system allows buses to switch to battery power from a combustion engine, temporarily eliminating diesel emissions, when they cross the threshold of a green zone.

"This technology helps San Francisco get one step closer to full zero-emissions operations, improving the health of the city's environment and its residents," said Steve Trichka, vice president and general manager of BAE Systems' Power and Propulsion Solutions business. "With Series-ER, buses are programmed using global positioning software to turn off the bus engine once it enters the green zone and operate solely on electric battery energy."

BAE also noted other cities using Series-ER technology to reduce emissions, including Boston; Louisville; Montreal; Nashville; Seattle; and Brighton, UK, where it powers double-decker buses.

Get on Board April 16!

APTA'S GET ON BOARD DAY 2020 will be held April 16. For the second year, this national awareness and advocacy day aimed at generating awareness of and increasing support for public transportation among riders and non-riders, elected officials and stakeholders, will unite the industry.

APTA members and stakeholders will be encouraged to hold events in their communities. APTA Chair Nuria I. Fernandez said, "With one voice our industry will come together to showcase how public transportation enhances lives and builds communities. I look forward to seeing everyone get on board." APTA will develop a toolkit with messages and materials that can be customized.

Last year, more than 200 public transit agencies and organizations hosted various activities, events and special promotions across the country to highlight the social and economic benefits of public transportation.

Amy Snyder, chair of APTA's Marketing & Communications Committee and chief of staff, Champaign-Urbana Mass Transit District, said, "As we did last year, we're enlisting and counting on all of our APTA members to plan and participate in activities to make Get on Board Day successful. We had extraordinary and creative participation for the inaugural Get on Board Day and this year is expected to be even bigger."

For more information, visit www.apta.com or contact Jack Gonzalez at jgonzalez@apta.com.

APTAU Webinar Explores Year Ahead for Public Transit

APTAU WILL HOST A FUTUREVIEW WEBINAR, *2020's Hottest Transit Trends,* Jan. 16, 3:00 – 4:15 p.m. Eastern.

2019 featured resounding public transportation funding victories, increasing ridership, reinvigorated and upgraded systems, and pilots for new microtransit and micromobility services in communities across North America.

2020 is poised to be a year of continued success. In this webinar, APTA President and CEO Paul P. Skoutelas and key APTA staff will discuss the hot issues and trends facing the public transportation industry this year.

Register at https://bit.ly/35rV7Wm.

APTA Announces Winners of Photo Contest

APTA'S 2020 PHOTO INVITATIONAL, WHICH PROVIDES MEMBERS WITH an opportunity to showcase their organization's best photos, drew hundreds of entries from across North America—stunning images of public transit and its importance to communities both large and small. Twelve images were selected as Photos of the Month and will be featured in *Passenger Transport* throughout 2020. Thank you to the APTA members who participated. And … the winners are:

First Transit/LSU – Baton Rouge, LA

Greater Dayton Regional Transit Authority – Dayton, OH

Los Angeles County Metropolitan Transportation Authority – Los Angeles, CA

Metropolitan Atlanta Rapid Transit Authority – Atlanta, GA

Metropolitan Transportation Authority – New York, NY

Motor Coach Industries – Des Plaines, IL

Piedmont Authority for Regional Transportation (PART) – Greensboro, NC

Mid-Region Council of Governments – Albuquerque, NM

Roaring Fork Transportation Authority – Aspen, CO

Tri-County Metropolitan Transportation District of Oregon (TriMet) – Portland, OR

Southern California Regional Rail Authority – Los Angeles, CA

Washington Metropolitan Area Transit Authority – Washington, DC

Photo by Brian Lum

Tri-County Metropolitan Transportation District of Oregon (TriMet), in Portland, OR, is APTA's featured January winner.

Metrolink, Lyft, Omnitrans Partner on Airport Service

METROLINK COMMUTER RAIL, Omnitrans in San Bernardino, CA, and Lyft recently introduced a new travel option to Ontario (CA) International Airport: sponsored Lyft rides from four Metrolink stations and Omnitrans transit centers through a partnership with the San Bernardino County Transportation Authority (SBCTA).

The program covers up to $35 off each Lyft ride connecting the airport with the Metrolink stations at Montclair, Upland, Rancho Cucamonga and Ontario-East. SBCTA is funding the $396,000 pilot program to increase public transportation ridership serving the Ontario airport.

Alan Wapner, president of the Ontario International Airport Authority and a member of the Metrolink and SBCTA boards, said of the new service, "A big part of what sets Ontario International Airport apart is its access and convenience, and as an airport authority we are committed to exploring all options that allow us to maintain that competitive edge, increase commuter and transit options and grow the right way."

Surging into a New Year with New Innovations

BY NURIA I. FERNANDEZ
Chair, APTA
General Manager and Chief Executive Officer
Santa Clara Valley Transportation Authority
San Jose, CA

THIS IS THE "AGE OF convenience," the age of "we need it now!" Our industry is evolving, and we need to get our customers where they need to go and when they want to get there—quickly, efficiently and safely. The innovative approaches to accomplish those goals are astounding.

Nuria I. Fernandez

Collision avoidance, assisted driving and autonomous vehicles are on the front lines of those efforts. With advantages like increased safety, greater efficiency and less energy consumption, work is moving quickly to test and introduce these mobility solutions.

Next, there is Mobility as a Service (MaaS), which continues to gain momentum in North America, with the integration of mobile fare-payment applications and the very popular mobile trip planning application by Transit. At the Santa Clara Valley Transportation Authority (VTA), we're utilizing an integrated process with apps like Transit for real-time information for buses and light rail, and EZFare, to allow customers to buy fare on their smart phones without leaving the Transit app.

It's sobering to think that the overwhelming majority of advances in technology have mostly happened in just the last half a century. It took 300 years since the invention of the telescope for the next innovation to be born—the microprocessor. And with that invention, these past 30 years have seen an explosion of innovation: the Internet, cell phones, electric cars, and even driverless cars, to name just a few. The public transportation industry must keep up with that pace.

VTA is working with the U.S. Department of Veterans Affairs to test an accessible automated vehicle.

This spring, VTA, in collaboration with the U.S. Department of Veterans Affairs, will launch a pilot to test an accessible automated vehicle for clients at the Veteran Administration Palo Alto Health Care System in Palo Alto, CA. This project has a goal to provide specialized transportation services in a contained environment, for a targeted demographic. The project will introduce new technologies, non-conventional business processes and collaborative thinking into a public transit solution. Innovative technologies such as video analytics, artificial intelligence, connected autonomous vehicles and zero-emission propulsion are all being considered. The primary goals are evaluating new business models to support seniors and those customers with disabilities while integrating into the solution first- and last-mile customers.

VTA is also moving ahead toward meeting California's goal of full fleets of zero-emission transit vehicles by 2040. We are adding five more electric buses to our fleet in 2020, for a total of 10 to initially serve limited routes on our system. As technology develops, we anticipate assigning the electric buses to serve longer segments of our network.

At the same time, through our partnership with Prospect Silicon Valley, Charge Point and Proterra, we developed and will begin testing a program to efficiently charge electric buses in maintenance facilities while managing stress on the state's electric grid. Working with Clever Devices, we will make critical updates to vehicle tracking and management software to include key electrical vehicle parameters. Early assessment has shown how routes can be changed to make electric-bus operation more efficient and leverage multiple buses per charger during the evening charging process.

Our Innovation Center will continue to create, collaborate and lead in the field of public transit innovation in Santa Clara County through the technology-rich 21st century. This coming year, we will be working on technology developments that will add new capabilities to operations, new technology to vehicle safety and give customers new and exciting capabilities to improve their mobility.

FTA PRIORITIES CONTINUED FROM PAGE 1

Transportation Secretary Elaine L. Chao is committed to ensuring safety and infrastructure investment while also encouraging technological innovation. This administration recognizes the importance of the public transit industry's embrace of innovative strategies to retain and attract riders in the increasingly competitive transportation marketplace.

Many transit industry leaders are expanding services through partnerships that improve mobility for riders and improve transportation options in their communities. Yet, we can and must do more. We need to be more forward-thinking in how we deliver public transportation to better meet the needs of our riders.

To that end, FTA is making a commitment to once again be your partner in leading the way in public transportation innovation. This year, we will focus on driving innovation by encouraging efforts taken by our transit partners to implement forward-thinking approaches around the nation.

FTA and U.S. DOT stand in a unique position to drive innovation by making federal investments that hold the most promise for improving transit and setting the course for its future. Stay tuned!

In the meantime, FTA continues to advance the secretary's top priority to enhance safety across all transportation modes, including public transportation. There is a clear and important nexus between innovation and safety. The innovative Public Transportation Agency Safety Planning (PTASP) rule requires public transit agencies to develop forward-looking, holistic and flexible safety plans that create a positive and proactive safety culture from top to bottom.

FTA is providing technical assistance to help agencies with compliance prior to the July 20, 2020 deadline. Visit our technical assistance center at www.transit.dot.gov/PTASP-TAC for more information.

Investing in transit infrastructure remains at the core of FTA's mission. In Fiscal Year (FY) 2019, FTA made available more than $15 billion in funding through formula and competitive grant programs to support public transportation. Since the Trump Administration took office in January 2017, FTA has advanced funding for 25 new Capital Investment Grants projects throughout the nation, totaling approximately $7.63 billion in funding commitments.

We have also worked to provide more support for rural public transit systems, helping people access jobs, school, healthcare and other services. Last fall, when FTA awarded $423 million in our FY 2019 bus competitive grants program, 55 percent of the selected projects were awarded to rural and small urban communities—a substantial increase over prior years. For many Americans in these areas, public transportation isn't merely a convenience, it's a lifeline.

We are pleased to see how some of the more forward-thinking public transit agency leaders are embracing innovation in all facets of the industry: creative financing to support a transit project, novel technology during construction, or a more seamless rider experience through mobile apps and web-based platforms. It is clear that new technologies and strategic partnerships can improve mobility for riders, increasing transportation options in their communities—which ensure a greater return on investment for American taxpayers.

My goal as FTA's acting administrator is to drive innovation throughout the industry and ensure that we continue to be a strong federal partner. Throughout 2020, we will renew our efforts to support the kind of innovation that both preserves access for transit-dependent riders *and* attracts more choice riders. Together, our actions will work to meet the demands of today's riders, who expect a public transportation system that is safe, reliable and efficient.

Be Part of *Passenger Transport* in 2020!

Have some news, advice, information or an announcement you'd like to share with the public transportation industry? *Passenger Transport* wants to tell your story! **Commentary** features authoritative points of view on timely and pressing issues affecting public transportation. **People on the Move** highlights the latest industry hirings, promotions and recognitions. *Passenger Transport's* **Case Studies** examine how an organization has implemented an innovative practice, system, service or product. Please contact Senior Managing Editor David A. Riddy at driddy@apta.com for information on the submissions process.

Embracing Technology to Get Riders Where They Want to Go

BY ERIKA MAZZA
CEO & General Manager
Mountain Line
Flagstaff, AZ

IN 2008, FLAGSTAFF VOTERS overwhelmingly approved a tax that allowed Mountain Line to purchase hybrid-electric vehicles. As of 2017, Mountain Line was one of the first public transit agencies in the U.S. to operate a 100 percent hybrid-electric fixed-route fleet. As we start to look forward to the next generation of fleet options, our goal is to honor the intent of that 2008 initiative, while also ensuring an environmentally and financially sustainable future for our organization.

Erika Mazza

Mountain Line is taking the "we don't know what we don't know" tactic with exploring new fleet technology, and our first step is to bridge that knowledge gap. In addition to sending key staff members to industry conferences, we also issued a solicitation to develop a Zero Emissions Bus Transition Plan. As buses need to be replaced, Mountain Line is committed to adopting the next generation of technology, and this plan will establish the road map for making this possible.

We want to strike a balance between being on the leading edge of technology and making sure we have our proverbial ducks in a row before we take this leap. The transition plan will establish a clear purpose and vision for our transition to zero-emissions bus technology, taking into consideration the current landscape, as well as our development plans and the long-term future of the proposed technologies. This industry is moving at a breakneck pace, and we know there will be temptations to jump on the latest technology train, but this plan will keep us grounded in what is best for Mountain Line and the community.

Mountain Line conducted tests of an electric bus to evaluate how the vehicle performs at elevation and over varied terrain, including at the Arizona Snowbowl ski area.

The transition plan will start with a thorough technology analysis, and ultimately a recommendation on what is best for the Mountain Line service area and operational needs. We'll explore various combinations of battery-electric and fuel-cell-electric technologies, carefully analyzing factors such as availability of resources, resiliency, reliability, facility infrastructure impacts, environmental impacts, community-wide opportunities and costs.

Once a preferred technology option is approved by our Board of Directors, we'll move into developing an implementation plan. This will be our roadmap, guiding everything from procurement considerations and charging locations to fleet mechanic training and facility infrastructure plans. Purchasing Mountain Line's first zero-emissions vehicle will be one of the last steps in this process, and when we take delivery of that vehicle it will be with the confidence that we've gone down the correct path.

Technology is a vital part of the public transit industry, and I am excited for what is on the horizon, whether it be with fleet, data or fare-payment options. Mountain Line is looking forward to embracing this technology to bring our mission of "getting you where you want to go" into the next decade.

2020: A Focus on Clean, Electrified High-Speed Rail in California

BY MICAH FLORES
Public Information Officer
California High-Speed Rail Authority

CALIFORNIA IS ON A SOLID PATH to delivering the first true high-speed rail system in the U.S.

February 2020 marks the release of the California High-Speed Rail Authority's (Authority) draft 2020 Business Plan, a strategic planning policy document positioning the agency to address new challenges and exciting opportunities. The plan is structured around the Authority's focus on initiating high-speed rail service in California as soon as possible, making strategic, concurrent investments that will be linked over time, further positioning it to construct additional segments as funding becomes available.

In north Fresno, crews are working over the San Joaquin River and making final preparations before placing concrete at the east archway of the viaduct (Nov. 2019).

Consistent with California Gov. Gavin Newsom's strategy of using existing funds to meet the program's federal grant obligations and complete a 171-mile Central Valley line—a strategic building block of the Silicon Valley to Central Valley line—the Authority remains focused on accelerating existing construction and moving the program forward.

In 2020, there will be 350 miles of electrified high-speed rail under development in California:

- California High-Speed rail (171 miles from Merced-Fresno-Bakersfield, 119 of which is well under construction)
- Caltrain electrification (51 miles in the San Francisco Bay Area partially funded by high-speed rail bond funds)
- Virgin Trains project (130 miles in California) in Southern California

The recent progress and emergence of the Virgin Trains project to connect Victorville and Las Vegas brings positive opportunities to California and the high-speed rail program. The Authority recently entered into an MOU with Virgin Trains USA/Brightline to evaluate the opportunity to connect both systems in Palmdale—including interoperability and opportunities for joint purchases of materials, rolling stock and ticketing systems.

An extension from Victorville to Palmdale could bring international partners to the table, and possible future public/private partnerships for Palmdale to Los Angeles/Anaheim project delivery and operations.

The full phase 1 system (520 miles) from San Francisco to Los Angeles/Anaheim will be environmentally cleared by 2022, paving the way for a system that will transform the way Californians live and work. Trains will travel from San Francisco to Los Angeles in less than three hours at speeds capable of exceeding 200 mph (compared to a car trip of at least six and a half hours in the best traffic).

The system will eventually stretch 800 miles and connect other highly populated megaregions, extending as far north as Sacramento, the state's capital, and farther south to San Diego.

Mobility on Demand in 2020 and Beyond in Southern Nevada

BY MJ MAYNARD
Chief Executive Officer
Regional Transportation Commission
of Southern Nevada (RTC)

AS TECHNOLOGY ADVANCES, new challenges and opportunities develop for public transit agencies that focus on the transit rider's experience. In Southern Nevada, we believe it is our responsibility to test, learn and evolve so we can position public transit as a convenient, accessible and viable option for our growing community. In 2020, the Regional Transportation Commission of Southern Nevada (RTC) will leverage technology and strategic partnerships to implement enhanced multimodal journey planning, payment options and new alert notifications to improve the customer experience and entice new riders to public transit.

MJ Maynard

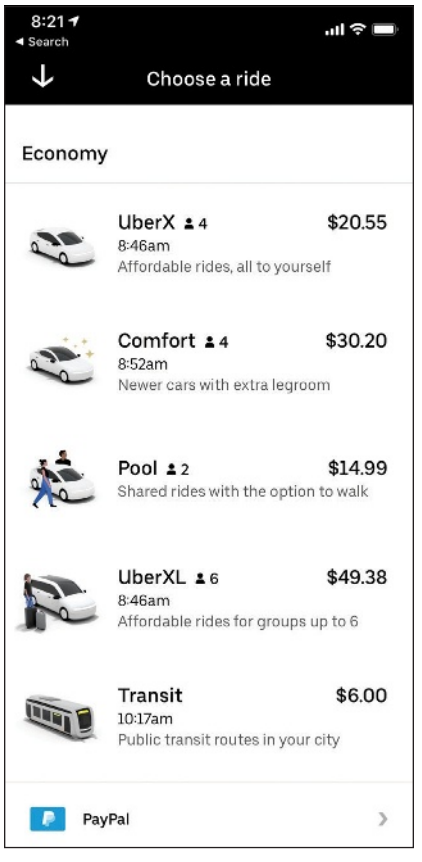
We understand that time is valuable and that everyone wants to travel in the most time- and cost-efficient manner. We've learned that more and more, people are willing to use multiple modes of transportation but want seamless, easy-to-use apps to plan their trip and pay for it, all with just a few clicks. Through partnerships with Masabi, Uber, and Transit, we are debuting the next level of multimodal connectivity, journey planning and payment solutions. Users of Transit and Uber are now able to buy RTC transit passes directly within both apps. In Southern Nevada, these popular apps, used by millions of consumers every day, will show the most efficient route from point A to B, and customers can easily purchase the fares and services they need.

Through these public-private partnerships, we're able to bring public transit to the forefront in apps that people use regularly. Similarly, we will expand our partnerships with rideshare companies like Uber and Lyft to implement first- and last-mile services to and from bus stops and in areas without direct access to transit.

In addition to broadening our Mobility on Demand capabilities, we know a critical element of a positive customer experience is knowing when the bus will arrive. This year, the RTC will launch an enhanced transit rider notification system providing real-time updates via multiple platforms, such as email, text and Transit. Users will be alerted in real-time about delays, detours and special services, allowing them to better plan their trip.

Furthermore, we will leverage technology to improve our paratransit service. We plan to launch a website and app solution for booking rides and providing real-time updates on a vehicle's location and arrival times. These features will be very important to not only our paratransit clients but also to their personal care attendants and loved ones. This will keep paratransit riders and their caregivers better informed and offer an easy-to-use experience similar to that of Uber or Lyft.

As we usher in a new decade, a new era begins for public transportation. Urban mobility, consumer expectations and technological capabilities are evolving at an extraordinary rate. At the RTC, our priority for 2020 and beyond is to embrace change, foster innovation and forge partnerships that support public transit service and enhance mobility for the millions of people who call Southern Nevada home and the tens of millions who visit every year.



TriMet's Bold Action to Reduce Carbon Footprint

BY DOUG KELSEY
General Manager
Tri-County Metropolitan Transportation District of Oregon (TriMet)

A FEW MONTHS AGO, in my capacity as general manager of TriMet—the public transit agency for the Portland, OR, metro region—I attended the C40 World Mayors Summit in Copenhagen. I traveled there at the invitation of Portland Mayor Ted Wheeler.

Doug Kelsey

The conference was a sobering experience, with three very clear takeaways. First, there's an urgent need to address global warming and growing carbon dioxide emissions from human activity. Second, by forming public-private partnerships, we can achieve our goals more quickly and effectively. Third, we must act locally, more than ever before, to take control of our own environment and not assume that someone else is.

Innovation and collaboration have always been part of TriMet's DNA, and our agency is already working with federal, state and local agencies on forward-thinking green initiatives such as our growing electric bus fleet and the city's bus-only lanes, which encourage public transit use by speeding up bus travel time in traffic. As far back as 2006, TriMet became a national leader in the advancement of cleaner-energy fuel when we began testing B5 biodiesel in our fleet of LIFT paratransit buses.

But much more remains to be done. At a Dec. 13 joint news conference with Mayor Wheeler and President/CEO Maria Pope of PGE, I announced that TriMet plans to take eight additional green actions to reduce our agency's carbon footprint. These are:

1. Converting the MAX light rail system, which already runs on electricity, to 100 percent wind power by February 2020.
2. Ending diesel bus purchases after 2025. As we retire the diesel buses, we will bring on more and more zero-emissions buses, including buses converted from diesel to electric through an innovative retrofitting process.
3. Converting buses to renewable diesel by April 2020. Renewable diesel is expected to reduce emissions by 30-50 percent while TriMet transitions from a diesel fleet to a zero-emissions fleet.
4. Converting our service vehicle fleet to electric and non-bus heavy-duty vehicles to renewable diesel by 2030.
5. Conducting a carbon baseline analysis and developing a net zero carbon strategy. We'll assess our current carbon footprint, including all petroleum products as well as our facilities, procurement practices and maintenance programs to establish a carbon baseline. Additionally, we will conduct a separate waste stream audit. We'll use that analysis to establish a strategy that brings our carbon emissions to net zero.
6. Supporting a Youth Pass Program via additional third-party funding. We're working to help more people access and use our system through Youth Passes, our Low-Income Fare Program and our Honored Citizen reduced fare.
7. Developing a carbon lens to factor carbon emissions into our planning, procurement and all agency decisions.
8. Supporting regional air quality testing. TriMet is pursuing placing sensors on buses to monitor the air quality in the neighborhoods where we provide service.

TriMet's first electric bus fleet is powered by 100 percent clean wind power. The MAX light rail system will soon follow as the agency pushes to reduce its overall carbon footprint even further.

Our strategic partnerships with the local government agency Metro, Portland General Electric, the City of Portland and others will help us accomplish these goals while the region works to meet greenhouse gas emissions reduction benchmarks.

We're proud to be a leader in the fight against global warming and honored to work with other like-minded agencies who are committed to doing their part. Through strategic thinking, courage and hard work, we will achieve a cleaner, greener future on this amazing planet we all share.

MEET THE APTA STAFF

DANNY DREES

Program Manager–Planning & Policy
Policy Department

Q What are your primary responsibilities at APTA, and those of your dept.?

A I have several responsibilities at APTA. I support APTA's State Affairs Committee, which consists of state DOTs and state associations all doing incredible work for public transit. I serve as staff advisor to APTA's Mobility Management Committee, tasked with stewarding mobility initiatives at APTA and working to integrate public transit with new mobility offerings. I'm also staff advisor to the Transit-Oriented Communities Subcommittee (recently renamed from the Land Use and Economic Development Subcommittee), bridging the important connections between public transit and land use and promoting transit-oriented communities.

I am staff advisor to APTA's newly formed Mobility Management Standards Program. This program is part of the APTA Standards Program and provides industry resources to public transit agencies as new forms of mobility proliferate. Also, I support the APTA Standards Urban Design Working Group, tasked with updating multiple documents that assist public transit agencies to better incorporate urban design into their systems.

In addition, I manage APTA's Mobility Innovation Hub, an online resource for agencies to feature new partnerships, pilots and innovations in new mobility.

Finally, I collaborate with the National Center for Mobility Management (NCMM), of which APTA is a core partner. NCMM provides technical assistance to mobility managers throughout the U.S.

Q How do the initiatives and programs you work on contribute to APTA's strategic goals?

A APTA seeks to advance the public good and ensure that public transportation remains the backbone of mobility in all communities. APTA's State Affairs Committee, Mobility Management Committee and resources such as the Mobility Management Standards Program and the Mobility Innovation Hub all exist to support public transit systems and empower APTA members to be a central component of mobility in their communities.

Q To what extent do you have direct contact with APTA members?

A All the time! I am in regular contact with members who are heavily involved with our committees and with other members forging a path within the APTA Mobility Management Standards Program. Additionally, I conduct outreach to members to encourage them to attend workshops and NCMM peer exchanges. I have a professional background in membership and I'm happy to talk with members or prospective members anytime.

Q Please describe the type of information and guidance that APTA members can turn to you for.

A I can help members get connected to our committees and provide information on APTA programs. If members have a question relating to planning, policy, mobility, urban design or NCMM, I'm happy to help or point them in the right direction.

Q How did you come to be at APTA?

A I started working at APTA in June of 2019. Before that, I was the Constituent Services Liaison at the City of Chicago, Ward 47, under Alderman Ameya Pawar. There, I was the point person for many transportation, streets and sanitation issues for our 55,000 ward residents. I worked closely with the Chicago Transit Authority and other city partners. I also led our 47th Ward Transportation Committee.

Before that, I worked for the Andersonville Chamber of Commerce. Andersonville is a thriving local business district on the north side of Chicago.

Q Are you a member of any associations or organizations?

A I am a member of the Young Professionals in Transportation–DC chapter and the American Society of Association Executives. I'm a former member of the Alliance for the Great Lakes Young Professionals Council and I'm looking to get involved with a local environmental organization in the DC area.

Q Could you tell us something about yourself that might surprise us?

A I rowed competitively in high school and was a member of two boats that won gold at the Scholastic Rowing Association of America's National Championship Regatta. I also rowed Boston's Head of the Charles Regatta twice. I hope to get back on the water and join DC's LGBT rowing league when the weather warms up in the spring.

Contact Danny at ddrees@apta.com.

The Route to Improving Equity and Accessibility

BY DAN BOEHM
President & Managing Director
Milwaukee County Transit System

IN MAY 2019, MILWAUKEE COUNTY declared racism a public health crisis. The Milwaukee County Transit System (MCTS) is excited about our role in achieving racial equity in our community.

Dan Boehm

Just a few of the efforts that MCTS can take in 2020 and beyond toward more equitable outcomes include, but are not limited to, increasing public outreach and giving keen consideration to racial equity when developing budget requests.

We are also excited about continuing projects and innovations that are increasingly more important with each passing year. First, in a time of disruptions in the public transportation industry, we will not lose sight of a key factor that is always within our control: customer service. MCTS will continue to maintain award-winning focus on its customers.

We will also use the start of the new year to continue to innovate. In January 2020, MCTS will refresh its mission and develop a new vision and shared values (MVV) for employees. Developing the MVV has been a collaborative process with the goal of achieving shared ownership and mutual success for individuals and the organization.

This year, we will also finalize a cost-neutral route redesign known as MCTS NEXT that has been years in the making. MCTS NEXT is a complete system redesign to provide faster service with more connections and increased accessibility. The redesign will help move more people to their destinations faster and easier, which will strengthen the system's ability to contribute to economic competitiveness and quality of life for ALL in Milwaukee County.

While we will work tirelessly on the initiatives above, more than any other project we anxiously await is receiving FTA approval in 2020 to begin construction on our first BRT line on one of our busiest corridors linking downtown Milwaukee to the Milwaukee Regional Medical Center. A key element of the BRT project is to pilot battery-electric buses with in-route charging, which is the first step for MCTS in modernizing its fleet with battery-electric propulsion.

The bottom line is that 2020 and beyond holds immense promise. While we seek to achieve racial equity locally, we will simultaneously transform public transit and the community that it serves for generations to come.

Members of INIT's Seattle staff in their new offices at the company's West Coast Development Center.

INIT Opens Development Center in Seattle

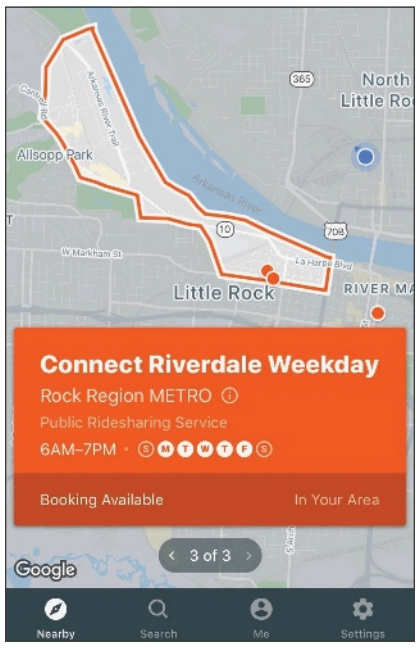
INIT INNOVATIONS IN Transportation, Inc., a supplier of integrated ITS and fare management systems for public transit, recently opened its West Coast Development Center in Seattle.

The company, based in Chesapeake, VA, opened a Seattle office in 2011 and the new facility will house the current employees, along with some new developers and software engineers. The center will be used for open application programming interface development, custom reporting and third-party integrations to support INIT's fare collection customers.

"The center's position allows us to take advantage of the thriving software engineering environment in the region and be close to our West Coast customers," said Eric Linxweiler, INIT's chief operating officer for the Western Region.

Mobility Solutions Bolster Community Support

BY BECCA GREEN, APR
Director of Public Engagement
Rock Region METRO
North Little Rock, AR



Flexible technology-based solutions like the TransLoc microtransit app are helping Rock Region METRO meet community needs and appeal to community leaders for future funding.

AS ROCK REGION METRO ENGAGES in a yearlong comprehensive operational analysis, the agency continues pursuing innovative service solutions to meet community mobility needs. An expansion of a microtransit service pilot project, a launch of a premium same-day mobility service and a push for more staff and rider smartphone application training are all designed to capitalize on service solutions that can be implemented quickly and relatively inexpensively.

"Even though central Arkansas is a small urban transit agency, Arkansas is a largely rural state where most citizens and visitors are using personal vehicles to travel. Our challenge is to continually focus on providing riders with an improved transit experience," said Charles D. Frazier, METRO executive director. "As we pursue long-term funding solutions, flexible, technology-based service solutions are helping us prove to our community that we are able to customize our service to our market and produce meaningful results."

One of those solutions is the expansion of the popular METRO Connect microtransit service, provided through a pilot project with TransLoc. The initial pilot replaced a nonproductive route in a low-density Little Rock neighborhood where there are a disproportionate number of public transit riders, including many who live at a residential community for persons with disabilities. Riders have responded positively to the pilot project, which METRO has offered for the same fares as fixed-route service. In February, METRO will engage in a yearlong pilot project to replace a different low-performing fixed route, offering door-to-door service to places previously a couple of blocks off of a fixed route, including the city's passenger train station.

Now that the METRO team has learned how to operate microtransit service, it is poised to offer a long-sought-after community mobility demand: same-day, accessible on-demand service.

"We know from listening to community leaders that there is a pent-up demand for accessible, on-demand service that integrates smartphone app-based features to schedule and track rides and pay fares," said Frazier. "We are looking forward to employing a few strategies to offer this pilot service, which is not just desired from individual riders and their families but also healthcare providers and area employers."

METRO is continuing to work closely with community groups, neighborhood associations and businesses on training riders, caregivers and frontline personnel on how to use related smartphone applications to ensure riders take full advantage of technology features and improve their experience.

The goal is to continue learning while a consulting team from TMD completes its system analysis, which will inform agency funding for FY 2021 and related service changes.

PSTA Participates in Car-Free Scavenger Hunt

Car-Free St. Pete—an effort that includes the St. Petersburg Downtown Partnership, Pinellas Suncoast Transit Authority (PSTA), Coast Bike Share and Cross-Bay Ferry—recently hosted a Car-Free Scavenger Hunt to encourage participants to find clues using car-free transportation. The goal of the event was to showcase the multiple modes of transportation residents have available to explore downtown St. Petersburg without a car. The winning team received a grand prize of free transportation for a year on various modes.

APTA

UPCOMING APTA CONFERENCES & FutureView WEBINARS

CONFERENCES

Business Members Annual Meeting
January 29-31
Carlsbad, CA

Marketing & Communications Workshop
February 23-26
Orlando, FL

Legal Affairs Seminar
February 23-25
San Diego, CA

Legislative Conference
March 15-17
Washington, DC

Transit CEOs Seminar
April 25-27
Albuquerque, NM

WEBINAR
An offering of APTAU
2020's Hottest Transit Trends
January 16, 3:00pm ET

LEARN MORE AT
WWW.APTA.COM

PSTA Marks 10,000 Lyft Rides for People with Disabilities and Veterans

SENIORS, PEOPLE WITH disabilities and veterans in Pinellas County, FL, have taken more than 10,000 rides on Lyft through an innovative partnership between the Pinellas Suncoast Transit Authority (PSTA) in St. Petersburg and the ridesharing company.

"We are helping to improve the lives of countless veterans and people with disabilities in Pinellas County by giving them access to reliable, safe transportation," said PSTA Chief Executive Officer Brad Miller. "Reaching 10,000 Lyft rides is an exciting milestone that shows public transportation can work for all members of our community, and PSTA is proud to be a national leader in using this innovative technology."

PSTA provides the Lyft rides through its Mobility on Demand program, which helps people with disabilities, including veterans, get rides to doctors' appointments, work, school and other critical destinations. The service, funded through a 2016 FTA Mobility on Demand Sandbox Grant, is tailored for riders who, because of their disability, are unable to independently use the regular, accessible PSTA buses.

Lyft General Manager Yun Ling said, "At Lyft, we are committed to working with PSTA to improve access to transit and fill critical transportation needs. We're proud to partner with PSTA on this innovative paratransit program, helping improve access to healthcare, jobs and local services for Pinellas County residents."

Among the riders who benefit from the PSTA-Lyft partnership are two military veterans, 71-year-old Eugene Batke and 87-year-old Pete Caffentzis.

Batke retired after 22 years of service in the U.S. Navy and subsequently lost his vision from macular degeneration. "Since I'm not able to drive and I live alone, the Mobility on Demand program provides me with the necessary transportation to go to medical appointments. It is so easy to use, and the drivers are so friendly and helpful," he said.

Veteran Eugene Batke relies on PSTA's Mobility on Demand program to get to medical appointments.

Caffentzis said, "As a disabled [U.S. Army] veteran without personal transportation, Mobility on Demand is available as my appointments at the VA change, with an immediate and caring response," he explained.

Before the implementation of PSTA's Mobility on Demand program, riders were required to schedule their rides a day in advance. Under this program, riders can receive critical transportation services in minutes.

Also, PSTA has become internationally known for innovative partnerships beyond the Mobility on Demand program. According to the agency, it was the first in the U.S. to offer low-cost Uber or taxi rides to bus stops to boost access. In 2016, the agency also launched an award-winning partnership called "TD LateShift" with Uber and taxi rides to help late-night, third-shift workers get home from jobs after hours.

Industry Briefs

San Antonio's VIA Honored for Hiring Veterans—VIA Metropolitan Transit in San Antonio has been honored for its efforts to hire veterans, who now account for 23 percent of the agency's 2,200 employees. The "We Hire Vets" recognition program is administered by the Texas Workforce Commission and the Texas Veterans Commission.

Metra Orders Railcar Surveillance Cameras—Metra commuter rail in Chicago has approved a $15.5 million contract with Railhead Corporation for the purchase and installation of cameras inside passenger cars. The agency plans to install nine cameras per railcar, on a minimum of 400 and a maximum of 700 vehicles.

Tolar Delivers Shelters in South Central Pennsylvania—Tolar Manufacturing Company recently delivered 15 solar-powered bus shelters to the South Central Transit Authority in Lancaster, PA, which manages the Red Rose Transit Authority in Lancaster and the Berks Area Regional Transportation Authority in Reading, PA.

El Paso Renews Paratransit Contract with MV—MV Transportation Inc. continues its longtime partnership with Sun Metro in El Paso, TX, with a five-year contract to continue providing paratransit services to the agency. MV began operating these services for Sun Metro in 2012 and managed more than 250,000 LIFT trips in the first 10 months of 2019.

JTA Expanding ReadiRide Service—The Jacksonville (FL) Transportation Authority (JTA) has expanded its ReadiRide service to three additional neighborhood zones. The JTA offers ReadiRide through Owl Inc. to provide affordable, on-call transportation for customers seeking short trips within certain neighborhoods and does not operate on a fixed route.

Pierce Transit Partners with Schools—Pierce Transit in Lakewood, WA, has partnered with the city of Tacoma and Tacoma Public Schools to provide public transit access to all 7,900 high school students in the district. Under this agreement, each student can receive an ORCA card loaded with a Pierce Transit bus pass, good for unlimited local bus rides from now until the beginning of the 2020-2021 school year.

OCTA Names 'Rideshare Champions'—The Orange County (CA) Transportation Authority (OCTA) recently honored five local companies as Rideshare Champions. The honorees participate in OCTA's rideshare and vanpool programs, helping their employees with their commutes will also relieving traffic congestion and improving the environment. Another five companies received recognition for 10-plus years in OCTA's vanpool program.

The COMET Announces More Partnerships—The COMET, Columbia, SC, has added Columbia College, Allen University and Lexington Medical Center to the list of area educational institutions and businesses whose employees can ride free by showing an ID card. In addition to increasing ridership and encouraging newcomers to try public transit, the agency said, these partnerships bring in replacement revenue that can be used to match federal grant funds.

VVTA Launches TouchPass Mobile Fare Payment App—Victor Valley Transit Authority (VVTA), Hesperia, CA, has launched its TouchPass electronic fare collection system, enabling passengers to purchase fare products online and ride VVTA buses using a smart card or mobile app. The new payment options will streamline the passenger boarding process and help maintain on-time performance.

Community Transit's Swift Serves 15 Millionth Rider

Community Transit in Snohomish County, WA, recently honored Abbas Razaghzadeh as the 15 millionth rider on its Swift BRT service in its 10-year history. "I ride Swift five days a week and take buses everywhere I go," said Razaghzadeh, a vision-impaired rider who travels with his service dog Rocky. The Swift Blue Line, the state's first BRT service, is the agency's highest-ridership route; the Swift Green Line entered service in early 2019; a third line, the Orange Line, is in the development stage. At right is Community Transit Communications Manager Martin Munguia.

CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

	APTA Member	APTA Non-Member
1 insertion*	$1.65 per word	$1.90 per word
Multiple insertions* (with no copy change)	$1.50 per word	$1.70 per word
Display classifieds / column inch rate	$80.00	$95.00
Minimum charge	$95.00	$95.00
Logo Placement (per issue)	$45.00	$45.00
Affidavits	$3.50	$3.50
Blind box fee	$25.00	$25.00
Minimum charge	$95.00	$95.00

To estimate the price of your ad, you may use Microsoft Word's "word count."
* Non-Commissionable

NOTICES

Notice of Circulation

Passenger Transport's extent and nature of circulation averaged the following number of copies of each issue during the preceding 12 months: Subscribers—2,630; free distribution—70; copies not distributed—387.

The actual circulation of *Passenger Transport*'s Oct. 14, 2019 issue was: Subscribers—2,500; and copies not distributed—242.

BIDS/PROPOSALS

REQUEST FOR PROPOSALS

MICROTRANSIT PILOT PROJECT
20-RFP-106723-DR

Bi-State Development (BSD) has issued a Request for Proposal to obtain a qualified firm that understands how micro-transit services should be included in BSD's strategic planning efforts. To make this decision BSD must understand how and if micro-transit improves mobility for communities, provides an enhanced customer experience, and meets operational and economic

requirements.

Technical and Cost Proposals **Due: January 30, 2020 @ 2:00 p.m. - St. Louis time**

All proposals must be received electronically through iSupplier.

No other proposal methods will be accepted.

New suppliers to Bi-State Development / Metro must register at https//www.bistatedev.org/Vendor Resources/ Procurement Opportunities /iSupplier/ and click on the New supplier registration link. Existing suppliers should send an email to procurement@bistatedev.org . Include your company name and the e-mail address of your point of contact. An invitation to register will be sent to the e-mail address.

Interested firms may also contact Deborah Rowey, via 314-982-1400 Ext. 1363 or dmrowey@bistatedev.org

All Proposals shall be signed, executed and dated, and shall be submitted via the submittal requirements specified in RFP #20-RFP-106723-DR through Metro Sourcing.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

INVITATION FOR BID

LACMTA will receive **Bids/Proposals for OP67227 - 12-Passenger Vans with External Air Conditioner** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Thursday, January 9, 2020, 9:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Pacific: Room 08-20. All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Wednesday, January 29, 2020**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP67227.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.metro.net or for further information email Aryani Guzman at guzmana@metro.net.

1/13/20

CNS-3325306#

PASSENGER TRANSPORT C/O AMER

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

INVITATION FOR BID

LACMTA will receive **Bids/Proposals for OP67229 - Cargo Vans** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Tuesday, January 14, 2020, 9:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Alhambra: Room 09-84. All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Thursday, February 6, 2020**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP67229.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.metro.net or for further information email Aryani Guzman at guzmana@metro.net.

1/13/20

CNS-3328699#

PASSENGER TRANSPORT C/O AMER

VISTA CANYON MULTI-MODAL CENTER (TRAIN STATION) PROJECT

REQUEST FOR BIDS

In collaboration with SCRRA and Metro, the City of Santa Clarita is seeking services of a contractor for construction of a double track, new center platform Metrolink station in the vicinity of the new Multi-Modal Transit Oriented Development (TOD), Vista Canyon. Specifically, the City is looking for a construction firm who is familiar with Metrolink procedures and has experience working on federal funded rail construction projects which include track, signals, stations, bridges, structures, soil nail walls, retaining walls and sound walls. Close coordination efforts are essential between the rail station construction team, projects that are included in the full Multi-Modal Transit Center, adjacent property owners and third-party utilities. Additional key stakeholder coordination includes Metrolink, Vista Canyon LLC, Sprint, and the Santa Clarita Valley Water Company.

Scope of work is further detailed below:

- Coordination with SCRRA Signal Contractor to complete signal improvements
- Coordination with SCRRA PTC to relocate an existing Railroad control point
- Coordination with Sprint to complete protect in place construction needs
- Coordination with existing Vista Canyon Development north of the project
- Coordination with the Santa Clarita Valley Water Company for the extension of a water line encasement
- Construction of a new grade-separated pedestrian crossing
- Construction of a center platform train station and all associated features, including canopies and mini high platform for ADA Access
- Installation of new siding, control points and signal maintenance roads.
- Realignment of existing siding and removal of existing turnout.
- Grading and erosion control
- Installation of a new railroad bridge over private roadway, sound walls, soil nail wall, plaza walls, and transition walls
- Culvert extensions, removals or new installations
- Installation of a new communications shelter
- Train Station Plaza Improvements
- Landscape and Irrigation Improvements

Estimated schedule of work:

- Bid Advertisement January/February 2020
- **Bids due March 2020**
- City Council Award of construction project May 2020
- Notice to Proceed with construction June 2020

Please visit the City of Santa Clarita's web site to register as a vendor for this exciting bid opportunity: www.planetbids.com/portal/portal.cfm?CompanyID=16840#

For more information on the project please contact: Project Manager, City of Santa Clarita, Carla Ann Callahan at (661) 286-4130 or ccallahan@|santa-clarita.com or Construction Manager, RailPros, Stephen Ng at (213) 929-1113 or stephen.ng@railpros.com

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HELP WANTED

SENIOR MAINTENANCE SUPERVISOR

AC Transit is actively recruiting for the position of Senior Maintenance Supervisor. Under general direction; prioritizes, assigns, and inspects the work of Maintenance Supervisors and other Maintenance Department staff in a Division; motivates, trains, & supervises staff; ensures the timely repair of coaches & adherence to warranty requirements and preventive maintenance programs; & keeps accurate records of all work performed. https://apptrkr.com/1756811

GOLDCOAST TRANSIT

DIRECTOR OF FINANCE

GOLD COAST TRANSIT DISTRICT-OXNARD, CALIFORNIA

Salary Range: $114,947 - $160,902 annually
Open until Filled; First Review March 1, 2020

The Director of Finance is responsible for the operations and activities of the Finance, Budgeting, Accounting, Auditing, Forecasting, Purchasing, Payroll, Asset Management, Financial Grants Management, Contracts and all other financial functions of the organization. The position has regular contact with state and federal agencies, local governments, and other stakeholders, and must coordinate work with various other departments as it relates to accounting, budgeting and all fiscal functions.

Requires:

- A four-year college degree in accounting, finance or related field.
- A graduate degree in accounting, finance, or related field is desirable.

Desirable:

- Eight years of progressively responsible financial management experience and four years of which shall have been directly or indirectly in public transit.
- Licensed as a Certified Public Accountant (CPA) in the State of California is highly desirable.

To apply for this position, please visit Gold Coast Transit District's website at www.gctd.org or contact the Human Resources Department at (805) 483-3959 ext. 124. GCTD is an Equal Opportunity Employer. EOE

BUFFALO, NY IS SEARCHING FOR A MANAGER, OPERATIONS RAIL DIVISION.

JOB #002-20-N

This position assists the Manager, Metro Rail, for effective and efficient performance of rail functions including direct responsibility over supervisors and staff. Considerable independent judgment and actions are inherent at this level, and authority delegated is commensurate with this high degree of responsibility.

Minimum qualifications: Bachelor's degree in public administration, business administration, engineering or related field, six (6) years of progressively responsible experience in transportation, including two years of supervisory experience, or an equivalent combination.

Visit jobs.nfta.com to view job details.

Submit cover letter, resume, and **NFTA-Metro** application online to: application_intake@nfta.com

Application Deadline January 31, 2020

The Niagara Frontier Transportation Authority is an Equal Opportunity Employer

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PLANNING AND DEVELOPMENT DIRECTOR

SANTA CRUZ METRO

How would you like to work for a progressive transit agency, alongside a committed staff, in a vibrant and engaged community, in one of the most beautiful areas of the country? KL2 Connects LLC has been retained by Santa Cruz METRO to identify candidates for the position of Planning and Development Director. Reporting to the CEO/General Manager the Director will plan, develop, organize, and direct planning and scheduling of route and service development. The director will also oversee grant research, review, preparation, and administration for capital and operations funding. The director will be expected to exercise independent judgment and initiative in establishing efficient and effective service operations. The ideal candidate will have an accredited Bachelor's degree plus eight years of professional experience (including supervisory) in route and service planning, business management, public administration, transportation planning, grants administration and development. While not required, FTA National Transit Institute coursework; AICP and/or CTP certifications; and experience with project management software, construction/contract management, transit oriented development, full funding grant agreements, other State and Federal funding tools, public-private partnerships, run-cutting software (HASTUS and/or Trapeze), air quality and sustainability concepts and laws (AB375, AB32, etc.), and CEQA and NEPA will be favorably received. To be considered, please go to https://www.kl2connects.com/openings, select the Santa Cruz METRO listing, and upload your letter of interest, resume, salary expectations, and 4-5 professional references (preferably supervisors). METRO values diversity at all levels of its workforce — women and minority candidates are encouraged to apply. Thank you for your interest in this excellent opportunity!

PAYROLL MANAGER (PS101433)

Position Is Located In San Rafael, Ca.
Salary Range: $102,252.80 to $123,593.60 annually plus excellent benefits 40-hour workweek
Employee pays 7% of salary/wage toward CalPERS retirement plan

Application Procedure:
To Apply: www.goldengate.org/jobs

Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

For directions and general information, visit our website **www.goldengate.org**.

The District's primary and official means of application notification is via EMAIL. Thus, applicants are advised to check their email for their application status updates.

The following documents must be submitted at time of application:

1. **GGBHTD** Online Employment Application
2. Resume (Scan and attach as PDF to your online application)
3. Applicants who do not possess a degree must attach a statement supporting position related experience in lieu of degree

The selection process may include:

- Assessment of education, training, and experience
- Oral Panel Interview
- Department interview for final candidates
- Background, Employment and Security Investigation

*** The District will only invite those candidates whose qualifications MOST CLOSELY MATCH the position requirements to continue in the selection process.

An Equal Opportunity Employer

It is the policy of the Golden Gate Bridge Highway and Transportation District to take all personnel actions on the basis of merit and other job-related factors, without regard to race, color, national origin, religion, sex (including pregnancy, childbirth, and related medical conditions), disability: physical or mental, age (40 and older), genetic information, marital status, sexual orientation and identity, medical condition, political affiliation or military status.

Applicants with Disabilities: The Human Resources Department will make reasonable efforts to accommodate applicants with disabilities to complete the Employment Application and in any job-related examination process. If you have special needs, please call (415) 257-4535 (Human Resources).

Revised 02/15/2019

TRIMET

EXECUTIVE DIRECTOR, TRANSPORTATION

TriMet is seeking a skilled, dynamic and effective Executive Director of Transportation. TriMet provides bus, light rail and commuter rail service in the greater Portland, Oregon region. The Agency's transportation options connect people with their community, while easing traffic congestion and reducing air pollution — making the region a better place to live. TriMet's mission is to connect people with valued mobility options that are safe, convenient, reliable, accessible and welcoming for all.

The Executive Director of Transportation directs and manages all operational activities of the Transportation Division, which includes integrated fixed-route bus, light rail and commuter rail transportation, accessible transportation programs (LIFT), route scheduling and service delivery. Reporting to the Chief Operating Officer, the Executive Director participates as a member of the agency's Executive Team, which is responsible for implementing agency policies and direction.

Candidates should have a bachelor's degree and twelve (12) years of total credited experience, including experience in an executive or senior-level position working with a unionized workforce. For more information or to submit a resume and cover letter, please contact Gregg Moser, K&A at gmoser@kapartners.com.

U.S. Department of Transportation Federal Transit Administration

DEPUTY REGIONAL ADMINISTRATOR, REGION V (CHICAGO)

Salary: $136,495 to $166,500 per year

The **Federal Transit Administration (FTA)** is seeking a proven leader to serve as its Deputy Regional Administrator (DRA) in Chicago supporting the Regional Administrator (RA). As the DRA, you will contribute to the mission of the office by assisting the RA with the interfacing of different transit needs, environmental issues and the involvement of complex, novel and politically sensitive cases.

Duties:

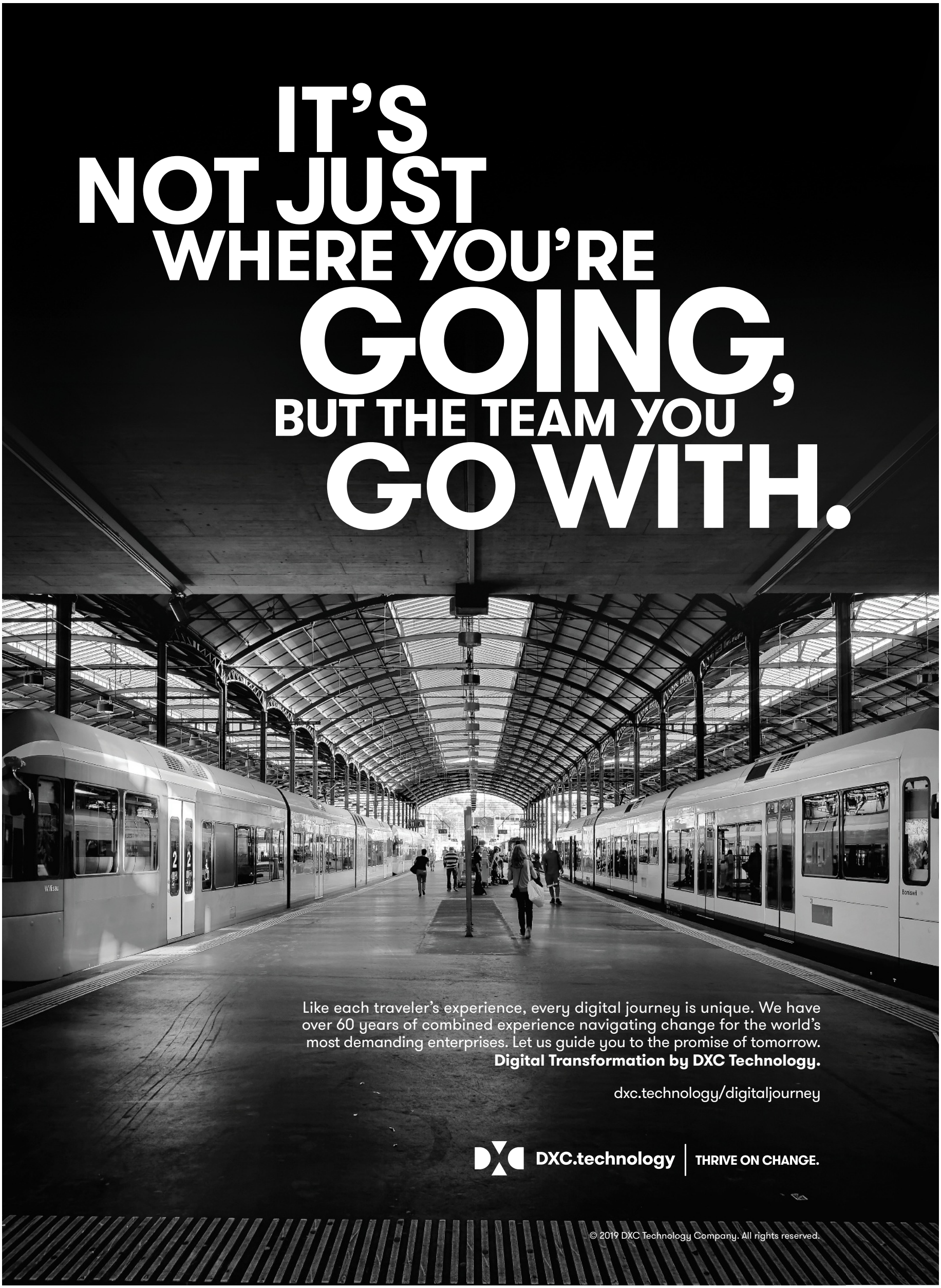
As the DRA, you will:

- Represent and speak for the RA in the resolution of policy issues with Federal, State and local officials, representatives of the transit industry, technical associations, interests' groups and the public.
- Administer the Federal Transit programs, including planning, environmental reviews, design, construction, maintenance and operating assistance, compliance with civil rights requirements including ADA, and grants management and oversight.
- Establish policies and goals for the Region and direct the management of regional resources. Evaluate and support organization, personnel, training, budget formulation and
- Direct the development and implementation of the regional strategic and workforce plans.

The ideal candidate is a senior level professional that has experience managing large, complex transportation projects with significant knowledge of the transportation industry. You must have strong writing and verbal communication skills and be able to convey ideas and make recommendations to senior internal and external stakeholders. You must also have a strong work ethic and be resilient in high pressure and changing environments.

To be considered for this opportunity, please go to the USA Jobs website and follow all directions to submit your resume – Link: https://www.usajobs.gov/GetJob/ViewDetails/553162400

IT'S NOT JUST WHERE YOU'RE GOING, BUT THE TEAM YOU GO WITH.



Like each traveler's experience, every digital journey is unique. We have over 60 years of combined experience navigating change for the world's most demanding enterprises. Let us guide you to the promise of tomorrow.
Digital Transformation by DXC Technology.

dxc.technology/digitaljourney

DXC.technology | THRIVE ON CHANGE.

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